

**DelDOT**

**F.Y.I.**

# Access Management

**How can managing access  
reduce congestion, improve safety,  
preserve economic development  
opportunities and extend  
a road's service life?**

A CLOSER LOOK...



**#3**  
IN A  
SERIES

# DelDOT's Access Management Program...



Access management helps keep traffic moving smoothly and helps reduce the number of accidents on our roadways. It manages the spacing and design of entrances onto roadways and minimizes the number of potential collision points. It also helps provide facilities for walkers, bike-riders and transit riders.

The benefits of the Access Management Program include:

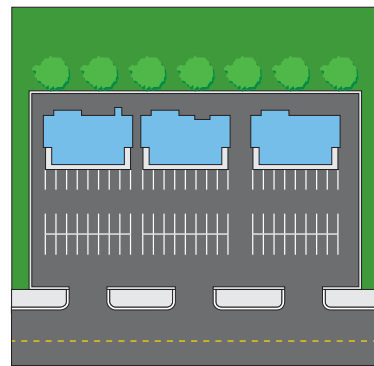
- Improved safety for motorists & other highway users
- Increased road capacity and speed
- Reduced congestion and travel time
- Better access to public transportation.

Planning for access management today helps preserve future economic development opportunities and reduces



the need for future road widening or by-pass projects, which are often harmful to the affected communities.

As part of the Access Management Program, all state-maintained roads in Delaware are being assigned an "Access Level," depending on the type of area in which the road segment is located and the kind of traffic it is designed to serve. This is intended to ensure equitable treatment of entrance applications and to improve the consistency of decision-making. Take a closer look at how the Delaware Department of Transportation (DelDOT) manages access to Delaware roads through its 6-Level Access Classification System.



*Unlimited access results in numerous roadway entrances, increasing congestion and accidents.*



*This shows how the same commercial area might look, with limited access. This design creates safer traffic patterns and an aesthetically pleasing appearance.*

# Access Management Policy

The Access Management Program will be implemented through all of the work that the Department does, in much the same way as it is today — that is, through the existing Highway Entrance Application and Permit process, the land development review processes that are coordinated through the County planning and zoning offices, and through various Department-initiated activities, such as building or repairing roads.

A primary component of the Access Management Program is the Access Management Policy. The Access Management Policy is a combination of regulatory and administrative actions that build on existing statutory authority to help determine how and where connections between development and the transportation system are made. The Access Management Policy describes how transportation access is provided along Delaware roadways, and it sets forth the policies, procedures and standards needed to do so.

## Effect on the Transportation System

The Access Management Policy will preserve and improve highway conditions by managing the location, design and operation of driveway and street connections to:

- Limit the number of vehicular conflict points
- Reduce through-traffic interference
- Provide safer spacing for driveways and intersections with signals
- At entrances to large commercial properties, collect and direct vehicles to keep them from backing up onto roadways

This in turn will help to:

- Reduce the number of access-related accidents
- Maintain roadway capacity
- Reduce congestion
- Enhance the mobility of people and accessibility of places.



## Effect on Growth and Development in Delaware

The Access Management Policy will encourage more stable, sustainable development patterns. By increasing predictability of decision-making during the review of development applications, access management policy will expedite conformance to those plans, and provide for sustainable economic growth.

## Effect on Business/Commercial Properties

This policy seeks to provide appropriate access to transportation infrastructure, not take away or diminish opportunities for commerce and related growth. Rather than harm commercial businesses and properties, the program can actually create opportunity. By maintaining travel times and speeds on an existing roadway, the need for bypasses, which divert traffic, is reduced. Owners of non-conforming parcels may reduce the intensity of the proposed land use, may seek shared conforming access with an adjacent parcel, or use alternative access.



# Three Part Program

The Access Management Program includes:

- Access Management Policy
- Access Management Classification Map
- Access Management Technical Design Manual

## Policy

The Access Management Policy describes how transportation access is provided along Delaware roadways, and sets forth the policies, procedures and standards needed to do so.

## Classification Map

This map will show the Access Level of every state-maintained roadway. Access Management Classification Teams made up of representatives of DelDOT, the County Planning Departments, WILMAPCO, the Dover/Kent County MPO, Chambers of Commerce, the Consulting Engineers Council, the Department of Natural Resources and Environmental Control, the Department of Agriculture, the farming community, real estate professionals, local governments and the public will recommend Access Level assignments. Public workshops will give local governments and the public an opportunity to advise the Team regarding the appropriate levels.

## Technical Design Manual

The manual will contain the design standards for each one of the Access Levels. Public workshops will give local governments and the public an opportunity to review and comment on the design standards.

# Access Levels

(Diagrams illustrate differences in various access levels)

## Access Level 1 Freeways

Access is via grade-separated interchanges only. These highways are managed for high-speed, long-distance vehicular travel. Examples are I-95, I-495 and SR1 (the Dover By-Pass).

## Access Level 2 Expressways

Vehicle access is from intersecting streets or grade-separated interchanges. These highways are also managed for high-speed, long-distance vehicular travel. An example is SR 1 in Milford.

## Access Level 3 Strategic Arterial Highways

Vehicle access is by intersecting streets, as well as directly into properties with sufficient frontage to safely accommodate direct entrances. This Access Level applies to strategic arterial highways that are not classified as Access Level 2 roadways, typically divided highways of major significance, many of which are on the National Highway System. Wide entrance and intersection spacing distances are required to facilitate free flow, long-distance travel. Examples are US 13, US 113 and US 40.

## Access Level 4 Transit Arterials

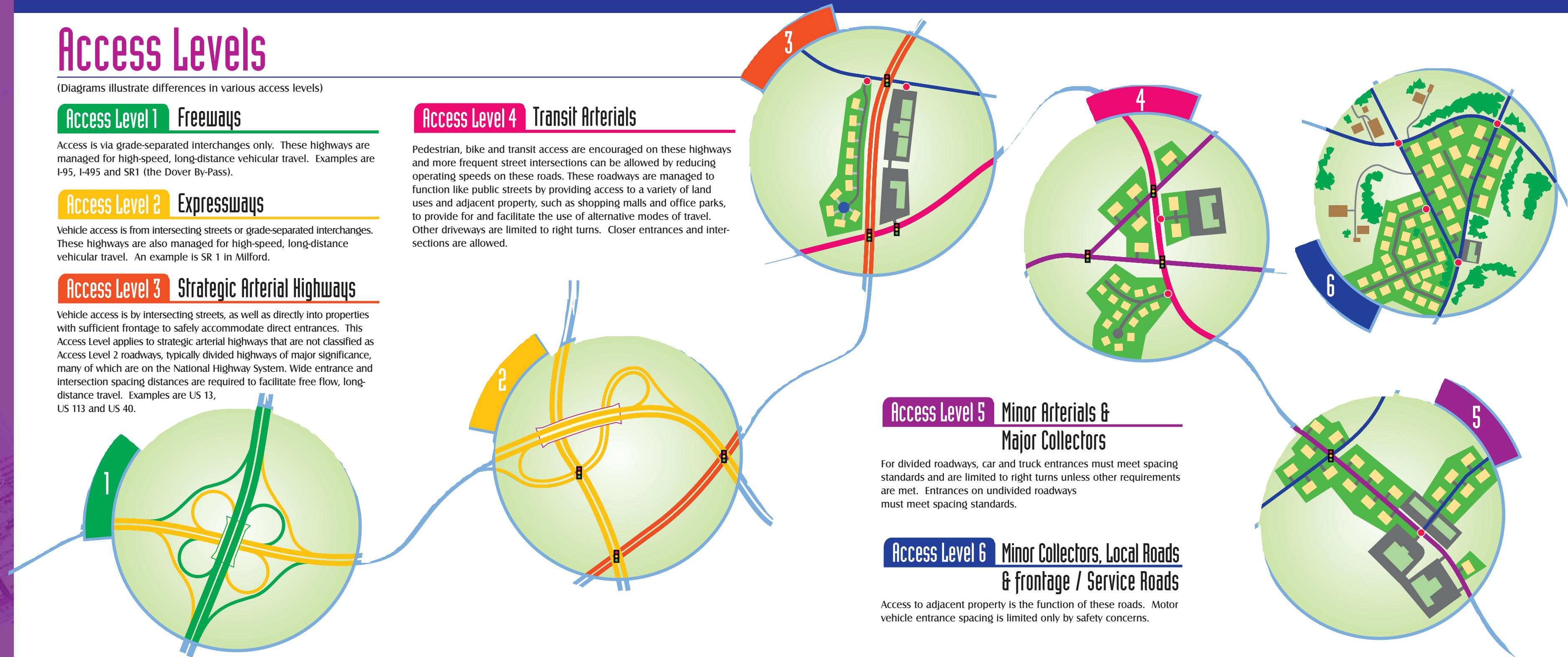
Pedestrian, bike and transit access are encouraged on these highways and more frequent street intersections can be allowed by reducing operating speeds on these roads. These roadways are managed to function like public streets by providing access to a variety of land uses and adjacent property, such as shopping malls and office parks, to provide for and facilitate the use of alternative modes of travel. Other driveways are limited to right turns. Closer entrances and intersections are allowed.

## Access Level 5 Minor Arterials & Major Collectors

For divided roadways, car and truck entrances must meet spacing standards and are limited to right turns unless other requirements are met. Entrances on undivided roadways must meet spacing standards.

## Access Level 6 Minor Collectors, Local Roads & frontage / Service Roads

Access to adjacent property is the function of these roads. Motor vehicle entrance spacing is limited only by safety concerns.



#3 in a series of informational brochures  
from the Delaware Department of Transportation.

For more information please contact:

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Delaware Department  
of Transportation